

EXHIBIT A



COPY

A TRADE NAME FOR SEAMASTER LOGISTICS INC FMC LICENSE # 021610N

**BILL OF LADING FOR COMBINED TRANSPORT OR
PORT TO PORT SHIPMENT**

SHIPPER / EXPORTER
QINGDAO DESIREE INTELLIGENT EQUIPMENT CO., LTD
ADD: NO. 378, HAIBIN 5TH ROAD E&DZONE, JIAONAN
CITY, QINGDAO, CHINA

BILL OF LADING
STAO2491818

FILE NO
177PHYHYQ84002VP

SCAC
SMMB

EXPORT REFERENCES
19580

POINT AND COUNTRY OF ORIGIN

BOOKING NO.

177PHYHYQ84002VP

Phone:
CONSIGNEE

Fax:

TO THE ORDER OF SHIPPER

FORWARDING AGENT - REFERENCES

TRANSCO SHIPPING CORP.
ONE CROSS ISLAND PLAZA, SUITE 120
ROSEDALE, NY 11422
ROSEDALE, NY 11422
UNITED STATES

Phone: +1 718-528-5000

Fax: +1 866-252-2010

ALSO NOTIFY / ROUTING / INSTRUCTIONS

Phone:

Fax:

NOTIFY PARTY
PARK PLUS, INC
83 BROAD AVENUE, FAIRVIEW NJ 07022 USA

Phone:

Fax:

PRECARRIAGE BY

PLACE OF RECEIPT BY PRECARRIER

ITEM NUMBER

QINGDAO, CHINA

VESSEL / VOYAGE

PORT OF LOADING

LOADING PIER / TERMINAL

SAFMARINE MERU / 618E

QINGDAO, CHINA

PORT OF DISCHARGE

PLACE OF DELIVERY BY ONCARRIER

TYPE OF MOVEMENT

MIAMI, FL, UNITED STATES

MIAMI, FL

CY/CY

PARTICULARS FURNISHED BY SHIPPER (but not acknowledged by the Carrier (see clause 11))

MARKS AND NUMBERS	NO OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASURE
NO MARK	4 x 40GP CONTAINER 7 x 40HC CONTAINER 50 Package(s) COVERING 70 PERCENT OF INVOICE VALUE OF GOODS AND/OR SERVICES DESCRIBED AS PO19580 115x DP003 CAR STACKERS FREE ON BOARD QINGDAO, CHINA NO WOOD PACKING MATERIAL IS USED IN THE SHIPMENT		160000.00 KG	656.000 M3
Container	Seals	Type	Weight(KG)	Volume(M3)
CARU9948941	FEX8808953	40HC	19000.00	64.000
CAXU9010066	FEX9086383	40HC	19000.00	64.000
CAXU9072129	FEX8808952	40HC	19000.00	64.000
CRXU9711749	FEX8808950	40HC	10000.00	64.000
FSCU4614433	FEX9086420	40GP	9000.00	52.000
		Packages		
		Mode		
		CY/CY*		
		CY/CY*		
		CY/CY*		
		CY/CY*		
		CY/CY*		

SHIPPED ON BOARD 07-May-16
FREIGHT COLLECT

Original Bill Required at Destination

*Shipper Load Count and Sealed
Continuation Page Follows...

SAY TOTAL

EXCESS VALUATION: REFER TO CLAUSE 7(3) ON

FREIGHT AND CHARGES

PREPAID

COLLECT

As Agreed

Received by the Carrier from the Shipper in apparent good order and condition (unless otherwise noted herein) the total number or quantity of Containers or other packages or units indicated in the box above entitled "Total No. of Containers, Packages received by the Carrier" for Carriage subject to all the terms and conditions hereof (INCLUDING THE TERMS AND CONDITIONS ON THE REVERSE HEREOF AND THE TERMS OF THE CARRIER'S APPLICABLE TARIFF) from the Place of Receipt of the Port of Loading, whichever is applicable, to the Port of Discharge or the Place of Delivery, whichever is applicable. If the Carrier so requires, before he arranges delivery of the Goods one original Bill of Lading, duly endorsed, must be surrendered by the Merchant to the Carrier at the Port of Discharge or at some other location acceptable to the Carrier. In accepting this Bill of Lading Merchant expressly accepts and agrees to all its terms and conditions whether printed, stamped or written, or otherwise incorporated, notwithstanding the non-signing of this Bill of Lading by the Merchant.
IN WITNESS whereof 0 (zero) original Bills of Lading (unless otherwise stated above) have been signed, one of which being accomplished, the others shall be void.

AS AGENT(S) ONLY

DATE MO 05 DAY 07 YEAR 2016

B/L NO. STAO2491818

APPLICATION FOR COMBINED TRANSPORT ONLY

TOTAL CHARGES CONVERTED TO USD

RESP. CODE

TOTAL CHARGES

CONTINUATION PAGE**BILL OF LADING - STAO2491818****Consignor**

QINGDAO DESIREE INTELLIGENT EQUIPMENT CO.,LTD
 ADD:NO.378,HAIBIN 5TH ROAD E&DZONE, JIAONAN
 CITY,QINGDAO,CHINA

Consignee

TO THE ORDER OF SHIPPER

Notify Party

PARK PLUS,INC
 83 BROAD AVENUE, FAIRVIEW NJ 07022 USA

Goods Collected From

QINGDAO

ETD 07-May-16

Goods Delivered To

MIAMI,FL

ETA 10-Jun-16

Gross Weight

160000.00 KG

Volume

656.000 M3

Phone:

Fax:

Package Quantity

50 PKG (OUTER)

Container	Seals	Type	weight(KG)	Volume(M3)	Packages	Mode
GLDU4036194	FEX8808947	40GP	9000.00	52.000	5 PKG	CY/CY*
INBU5024494	FEX9110137	40GP	9000.00	52.000	5 PKG	CY/CY*
MSCU8560501	FEX8808951	40HC	19000.00	64.000	3 PKG	CY/CY*
TGHU8725161	FEX8808949	40HC	19000.00	64.000	3 PKG	CY/CY*
TTNU4696488	FEX8808948	40GP	9000.00	52.000	5 PKG	CY/CY*
XINU8199461	FEX9086419	40HC	19000.00	64.000	3 PKG	CY/CY*

*Shipper Load Count and Sealed

DEFINITIONS

In this Bill of Lading the words/

"Carrier," Means "Seamaster Logistics Inc."

"Merchant," includes any Person who at any time has been or becomes the Shipper, Holders, Consignee, Receiver of the Goods, or Person who has or obtains possession of the Goods or the Bill of Lading and any Person acting on behalf of any such Person

"Bill of Lading," Means any Person for the time being in possession of (or entitled to the possession of) this Bill of Lading

"Person," includes an individual, group, company or other entity

"Sub-Contractors," includes (but is not limited to) owners and operators of any vessels (other than the Carrier's), stevedores, terminal and group age operators, road, rail and air transport operators and any independent contractor employed by the Carrier in performance of the Carriage and any sub-sub-contractors thereof

"Harmless," includes defense, indemnify and hold harmless whether or not the obligation to indemnify arises out of negligent or non-negligent acts or omissions of the Carrier, his servants, agents or Sub-Contractors

"Cargo," Means the whole or any part of the cargo received from the Shipper and includes the packing and any equipment or Container that is supplied by or on behalf of the Carrier

"Packaging," includes any container, trailer, transportable tank, flat pallet, or any similar article used to contain goods and any ancillary equipment

"Services," Means the whole or any part of operations and services undertaken by the Carrier in respect of the Goods covered by this Bill of Lading

"Port of Loading," Means any port at which the Goods are loaded on board any Vessel (which may not necessarily be the Vessel named therein) for Carriage under this Bill of Lading

"Port of Delivery," Means any port at which the Goods are discharged from any Vessel (which may not necessarily be the Vessel named therein) after Carriage under this Bill of Lading

"Vessel," Means any waterborne craft used in the Carriage under this Bill of Lading which may be a motor vessel or an ocean vessel

"Combined Transport," Arises if the Place of Receipt and/or the Place of Delivery is not at the face hereof in the relevant places

"Port to Port," Arises if the Carriage is not a Combined Transport

"Shipped as Received," Relates only to the Container into which the Goods are manifested

"Tare," includes all charges payable to the Carrier in accordance with the applicable Tare and this Bill of Lading

"Hague Rules," Means the provisions of the International Convention for the Unification of Certain Rules relating to Bills of Lading signed at Brussels on 25th August, 1924 and includes the amendments to the Convention signed at Brussels on 23rd February, 1968 in respect of only such amendments as are commonly applicable to the Bill of Lading (It is expressly provided that nothing in this Bill of Lading shall be construed as contravening any applicable rules and laws as amended by said Protocol)

3. CARRIER'S LIABILITY

The terms and conditions of the Carrier's applicable Tare are incorporated herein. Particular attention is drawn to the terms and conditions therein relating to container and vehicle damage. Copies of the relevant provisions of the applicable Tare are available to the Carrier or its agents upon request. In the case of inconsistency between this Bill of Lading and the applicable Tare, the Bill of Lading shall prevail.

4. WARRANTY

The Merchant warrants that in agreeing to the terms and conditions hereof he or she has the authority, the Power of Attorney or entitled to the possession of the Goods and this Bill of Lading.

4. SUB-CONTRACTING AND INDEMNITY

(1) The Carrier shall be entitled to sub-contract the Carriage on any terms whatsoever

(2) The Merchant undertakes that no claim or allegation shall be made against any Person whatsoever by whom the Carriage is performed or undertaken (including all Sub-Contractors of the Carrier), other than the Carrier, which imposes or attempts to impose upon any such Person, or any vessel owned by any such Person, any liability whatsoever in connection with the Goods or the Carriage of the Goods, whether or not arising out of negligence on the part of such Person and, if any such claim or allegation should nevertheless be made, the Merchant will indemnify the Carrier against all consequences thereof. Without prejudice to the foregoing, such Person shall be deemed to have agreed to indemnify the Carrier, including limitation and liability of whatsoever nature herein contained or otherwise available to the Carrier (including, but not limited to, Clause 25 hereof) if such provisions were expressly for his benefit and, in entering into this contract, the Merchant has agreed to indemnify the Carrier for the whole or part of the claim, but also to assist and assist to such Person or vessel

(3) The provisions of Clause 25 (2) (including but not limited to) shall apply to the Merchant contained herein, shall extend to claims or allegations of whatsoever nature against other Persons chattering space or the carrying Vessel

The Merchant further undertakes that no claim or allegation in respect of the Goods shall be made against the Carrier by any Person, either in accordance with the terms and conditions of this Bill of Lading, which imposes or attempts to impose upon the Carrier any liability whatsoever in connection with the Goods or the Carriage of the Goods, whether or not arising out of negligence on the part of the Carrier and, if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereof.

5. CARRIER'S RESPONSIBILITY

Port-to-Port Shipment

If Carriage is Port-to-Port, the liability (if any) of the Carrier for loss, damage or delay to the Goods occurring from and during loading up to and during discharge from the Vessel or from and during unloading at any Vessel into which the Goods have been transhipped shall be determined in accordance with any national law applying the Hague Rules compulsorily applicable to this Bill of Lading, or in any other case in accordance with the Hague Rules, Articles 1 & 2, article only

Unless Clause 25 applies, the Carrier shall be under no liability whatsoever for loss, damage or delay to the Goods, whatsoever, if such loss, damage or delay arises out of or during the Carriage or subsequent to discharge from a Vessel. Notwithstanding the above, in case and to the extent that any applicable law provides for any additional period of responsibility, the Carrier shall have the benefit of every right, defense, limitation and/or exemption of whatsoever nature which may be available to it notwithstanding that the loss, damage or delay did not occur at sea

In the event of the Goods being discharged at a port other than the Port of Discharge nominated in this Bill of Lading and forwarded to the nominated Port of Discharge, the Carrier shall be deemed to have referred to in chapter 1 of the clause that continue to apply until the Goods are delivered at the nominated Port of Discharge (if applicable), notwithstanding that Carriage may not be by sea

6. CARRIER'S RESPONSIBILITY

Combined Transport

If Carriage is Combined Transport, the Carrier undertakes to perform and/or in his own name to procure performance of the Carriage from the Place of Receipt or the Port of Loading, whichever is applicable, to the Port of Discharge or the Port of Delivery, whichever is applicable. If the Place of Receipt or the Port of Loading, the Carrier shall be liable for loss, damage or delay occurring during the Carriage only to the extent and to the extent of:

(1) The place of the Carriage during which loss, damage or delay occurred is not known

(2) Exclusions: If the place of the Carriage during which the loss, damage or delay occurred is not known, the Carrier shall be relieved of any loss, damage or delay occurring in respect of the Carriage during which loss, damage or delay occurred is not known

(3) (a) an act or omission of the Merchant, (b) insufficiency of or defective condition of packing or marking, loading, stowage or unloading of the Goods by or on behalf of the Merchant (See Clause 8), (iv) inherent vice of the Goods, (v) strike, lock-out, stoppage or restraint of labor, from whatever cause, whether partial or general, (vi) a riot or civil commotion, (vii) any cause event which the Carrier could not avoid and the consequences thereof could not be prevented by the exercise of reasonable diligence, (viii) any act or omission of the Carrier the consequences of which he could not reasonably have foreseen, (ix) compliance with instructions of any Person entitled to the Goods

(4) Burden of Proof: The burden of proof that the loss, damage or delay was due to one or more of the causes or events specified in the Clause 6 (2) (a) shall be on the Carrier. If the Carrier establishes that, in the circumstances of the case, the loss, damage or delay should be attributed to one or more of the causes or events specified in the Clause 6 (2) (a), (iii) or (iv), it shall be presumed that it was so caused. The Merchant shall be entitled to prove that the loss, damage or delay was, in fact, caused either wholly or partly by one or more of these causes or events

(5) Limitation of Liability: Except as provided in Clause 12, the Carrier shall be deemed to have accepted full compensation for loss or damage shall in no circumstances whatsoever and however arising exceed 2 SDR per kilo the gross weight of the Goods lost or damaged (SDR Means Special Drawing Right as defined by the International Monetary Fund). Limitation of liability for delay shall be as provided in applicable international convention or national law in the absence of which the Carrier accepts no liability whatsoever for delay, however caused (See Clause 12)

(6) If the stage of the Carriage during which the loss, damage or delay occurred is known Notwithstanding anything provided for in Clause 6 (1) and (2) and subject to Clauses 15 and 16, if it is known during which stage of the Carriage the loss, damage or delay occurred, the liability of the Carrier in respect of such loss, damage or delay shall be determined

(7) By the provisions contained in this Bill of Lading, the Carrier shall be deemed to have accepted that the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of the Carriage during which the loss, damage or delay occurred and to make such international convention or national law applicable or

(8) If no international convention or national law would apply by virtue of Clause 6 (2) (b), by the Hague Rules, Articles 1 & 2 inclusive, only if the loss, damage or delay is known to have occurred during maritime Carriage or

(9) by the provisions of Clause 6 (1) of the provisions of Clause 6 (2) (b) and (c) and above do not apply. For the purposes of Clause 6 (2), references in the Hague Rules to carriage by sea shall be deemed to include references to all waterborne Carriage and the Hague Rules shall be construed accordingly

(10) If the Place of Receipt or Place of Delivery is not named on the face hereof: Subject to Clauses 5 and 25,

(a) If the Place of Receipt is not named on the face hereof, the Carrier shall be under no liability whatsoever for loss, damage or delay to the Goods, however occurring, if such loss, damage or delay arises subsequent to discharge from a Vessel

(b) If the Place of Delivery is not named on the face hereof, the Carrier shall be under no liability whatsoever for loss, damage or delay to the Goods, however occurring, if such loss, damage or delay arises subsequent to discharge from a Vessel

(c) Notice of Claim

Unless Clause 25 applies, the Carrier shall be deemed prima facie to have affected timely delivery of the Goods as described in this Bill of Lading unless notice of loss, damage or delay to the Goods, indicating the general nature of such loss, damage or delay, shall have been given in writing to the Carrier or to his representative at the Place of Delivery (or the Port of Discharge if the Place of Delivery is named on the face hereof) before or at the time of removal of the Goods into the custody of the Person entitled to delivery thereof under this Bill of Lading, or if the loss or damage is not apparent, within three working days thereafter

(d) Time-Bar

Unless Clause 25 applies, the Carrier shall be discharged of all liability whatsoever in respect of the Goods, unless suit is brought and notice thereof given to the Carrier within nine months after delivery of the Goods or, if the Goods are not delivered, ten months after the date of issue of this Bill of Lading

7. LIABILITY LIMITATIONS

(1) Basis of Compensation

Unless Clause 25 applies, compensation shall be calculated by reference to the value of the Goods at the place and time they are delivered to the Merchant, at the time and place they would have been delivered. For the purpose of determining the extent of the Carrier's liability for loss, damage or delay to the Goods, the standard value of the Goods is agreed to be the FOB/CIA invoice value plus freight and insurance if paid

(2) Hague Rules Limitations

If the Hague Rules are applicable by national law, the liability of the Carrier in no event exceed the limit provided in the applicable national law or the Hague Rules are not applicable except 100 sterling per package or unit

(3) Ad Valorem

The Merchant agrees and acknowledges that the Carrier has no knowledge of the value of the Goods, and that higher compensation than that provided for in this Bill of Lading will not be claimed unless, with the consent of the Carrier, the value of the Goods declared by the Shipper prior to the commencement of the Carriage is stated in this Bill of Lading and Extra Freight is paid in respect of the value so declared. The declared value shall be substituted for the limits laid down in this Bill of Lading. Any partial loss or damage shall be adjusted pro rata on the basis of such declared value

(4) Delay

Unless Clause 25 applies, the Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at a particular time or to meet any particular need. Except as provided, the Carrier shall be in no circumstances whatsoever and however arising be liable for direct, indirect or consequential loss or damage caused by delay

(5) However, if Clause 25 applies, a latest date of delivery is shown on the face hereof and any agreed premium paid, timely delivery shall be considered to have been made if the Goods are made available to the Merchant at the Port of Discharge or Place of Delivery as the case may be, within the days after date published in the Carrier's Schedule against the Port of Discharge nominated therein for the relevant ocean voyage. The Carrier shall be entitled to the defenses, exceptions and limitations provided in the applicable international convention or national law and this Bill of Lading

(6) Scope of Application

(a) The terms and conditions of this Bill of Lading shall at all times govern all responsibilities of the Carrier in connection with or arising out of the supply of a Container to the Merchant, not only during the Carriage, but also during the periods prior to and/or subsequent to the Carriage

(b) The rights, defenses, limitations and liabilities of whatsoever nature provided for in this Bill of Lading shall apply in any action against the Carrier for loss or damage or delay, however occurring and whether the action be founded in contract or in tort. The Carrier shall be deemed to have accepted as a result of unseaworthiness, negligence or breach of a fundamental term of this contract

TERMS & CONDITION

(a) Save as is otherwise provided for in this Bill of Lading, the Carrier shall be in no circumstances whatsoever and however arising be liable for direct or indirect or consequential loss or damage or loss of profits

(b) By order of the authorities at any place, a Container or cargo shall be opened for the Goods to be inspected. The Carrier will not be liable for any loss, damage or delay incurred as a result of any opening, unpacking or inspection of the Goods or any part thereof, and the Carrier shall be deemed to have accepted, unpacking and repacking from the Merchant

8. SHIPPER-PACKED CONTAINERS

If a Container has not been packed by or on behalf of the Carrier,

(1) The Carrier shall not be liable for loss or damage to the Goods caused by matters beyond its control, including such as, without prejudice to the generality of this exclusion,

(a) the manner in which the Container has been packed or (b) the unsuitability of the Goods for Carriage or (c) the manner in which the Goods are packed or (d) the unsuitability of the Goods for Carriage or (e) the unsuitability of the Goods for Carriage or (f) the unsuitability of the Goods for Carriage or (g) the unsuitability of the Goods for Carriage or (h) the unsuitability of the Goods for Carriage or (i) the unsuitability of the Goods for Carriage or (j) the unsuitability of the Goods for Carriage or (k) the unsuitability of the Goods for Carriage or (l) the unsuitability of the Goods for Carriage or (m) the unsuitability of the Goods for Carriage or (n) the unsuitability of the Goods for Carriage or (o) the unsuitability of the Goods for Carriage or (p) the unsuitability of the Goods for Carriage or (q) the unsuitability of the Goods for Carriage or (r) the unsuitability of the Goods for Carriage or (s) the unsuitability of the Goods for Carriage or (t) the unsuitability of the 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